

1995

PAVEMENT MANAGER OF THE YEAR

SUE SCHUETZE BENTON COUNTY

At the Awards Banquet at the recent NWPMA Fall Conference it was announced that the 1995 recipient of the Keith Kay Memorial Pavement Manager of the Year award was Sue Schuetze of Benton County.

Keith Kay was the Pavement Management System Engineer for WSDOT, a pioneer in the science of Pavement Management. He promoted Pavement Management, spending much time sharing his knowledge with the cities and counties.

He was very active in the Northwest Pavement Management Systems User Group, a forerunner of the NWPMA. He will be remembered for his willingness to share.

Sue exemplifies the spirit of Keith Kay, by sharing and promoting Pavement Management. She has been active in the NWPMA, serving as Secretary/Treasurer and as Chair of the SouthEast Chapter. Her willingness to share her knowledge and enthusiasm with the local agencies in the SouthEast Chapter has helped both the NWPMA and the local agencies involved in the SE Chapter.

Sue sat in shock when her name was announced, then went up to accept her award. She stood there speechless with a tear in her eye, as she received a well deserved round of applause. When she settled down, she submitted the following thanks:

Since I was rendered speechless the night of the banquet, I would like to take this opportunity to say 'Thanks' to everyone. I am still in a bit of shock 2 days later as I sit her and type my notes up. I know there are many of you that know so much more about pavements, and managing

them, than I do. I feel very touched to be chosen for this award. I respect and admire each of you. I feel I have gained far more from this organization than I have given. Thank you for helping me increase my knowledge of pavements. I bet there are a lot of people out there who would love to be involved, but don't have the support from management that I do. So to my boss, Dennis Skeate, I would like to say 'Thanks' also.

signed, Sue Schuetze

(Whew that was close... I forgot to get him something for Bosses Day!!!!)

NWPMA CHAIR FOR 1995

PAT CARROLL THURSTON COUNTY

At the NWPMA 1995 Fall Conference, Pat Carroll was elected Chair for 1996. Pat has served as Chapter Chair for the Puget Sound Chapter. In a brief interview, Pat said she wanted to thank those who supported her, and promised to do the best job she could. She will be scheduling an EBoard meeting fairly soon to review the 1995 Fall Conference, evaluate where we are, and to plan for a great future.

Alligator Receives Name

At the 1995 Fall Conference, there was a 'Name The Alligator' Contest. Attendees submitted the name they thought appropriate for the alligator in our logo, then everyone had a chance to vote for their choice. The winning name had twice as many votes as the seven names tied for second place. The alligator was named after something we all do, Soot the Alligator. Actually, SPOT is yet another acronym, for Support Pavements Over Time. Dave Hower suggested the name, and received appropriate recognition. Registration began at 9:00 am.

Road Rater Testing and Visual Rating

The visual testing was canceled due to rain (lots of it). Bill Bullock of Mason County demonstrated his bicycle rating methods for a short distance. Road Rater Thump-off was attended by 5 agencies that tested 12 (12) sites on Evergreen Park Drive.

Welcome / Introduction

Dave Nichols and Pat Carroll of Thurston County and Greg Stoltz of Olympia were the Moderators/Emcees for the Conference.

Thanks to Dave Whitcher, Karen Pendleton, Tracy Lusby and Toni Cox of the CRAB Office for all their help. Joanna Potteroff lent us her son's alligator for an appropriate centerpiece, Les Olson, Don Zimmer, Anders Wick, and Mike Michaels of Thurston County for the banners, and Greg Stoltz for finding a bad street in Olympia for rating.

FOR SALE: Road Raters! Benton-Franklin's, see Mark Kushner, Clark County, see Dave Shepard.

Welcome to Olympia and Thurston County by:

Judy Wilson, Chair, Thurston County Board of County Commissioners. She once participated, as a spectator, in Thurston County's Road Rater. She was curious about the function and test procedure and wanted to see what was involved. She believes that maintenance and prevention are the key to pavement management.

Bob Jacobs, Mayor of Olympia. Work done in pavement management critical in maintenance of roads. Thanked us for coming and wished us well in our conference.

Eric Edwards, Chair, NWPMA. Welcome Everyone! Thanks to Pat Carroll, Dave Nichols, and Greg Stoltz for their work in organizing this conference. This past year has seen a lot of great things started and people coming together to work together. NDT Survey Users Guide and video to come out next spring; Reevaluation of the Rating Manual, to make it more applicable to everyone. Gave an overview of where this organization is headed; its purposes and goals. Our goal is to reach out to everyone who is interested in the information available and to help them. We should be a tool for them to use.

Chapter Reports

Southwest Chapter - Bill McEntire

Basically a non-functioning chapter due of time constraints. Need a new Chapter Chair so this chapter can function. Anyone Interested??????

Northwest Chapter - Randy Firoved

Had better attendance and speakers when they combined their meetings with Puget Sound Chapter. Had one speaker from Puget Sound Regional Council and one from Snohomish County on the direction with computerized programs.

Puget Sound Chapter - Pat Carroll

They have been very busy this past year. Their next meeting will be November 8th at 10:00 am at Thurston County RATS. Speaker will be George Crommes, T2. They are willing to help anyone in their chapter who wants or needs it.

SouthEast Chapter - Sue Schuetze

Have a slow start, and it was discouraged, but are working hard to create more interest. Various topics include a speaker from DOT on crack sealing, traffic counters, and truck routes. Would like to combine some of our meetings with the FarEast Chapter. Next meeting is December 6th Walla Walla County Public Works Building, 10:00 AM.

FarEast Chapter - Howard Hamby

Meetings have not gone well but have decided to go full speed ahead to make chapter work. Believe chapters are important for the organization. Howard stated that 'SMALL CHANGES OVER TIME MAKE A BIG DIFFERENCE'. All of us that get discouraged from small attendance need to be encouraged by these works. In the future get back to basics as to what works and what doesn't.

Technical Committee Reports

Visual Rating - Bill Whitcomb

Because manual supply has been diminished the need to print has been addressed. Looking at revision of Rating Manual. Is the manual providing service to users? He sees changes as refinements and not radical changes. Need to go slow and be aware of significant ramifications that could occur with these changes. Anyone who wants to become involved with revisions, or review changed manual contact him. The final draft will be available for anyone to review.

Design & Rehab - Dave Nichols

Critical that pavement designers talk to pavement managers.

NonDest. Testing - Dave Shepard

Working on a Users Manual and a Video to go along with it; Road Rater instructions on how to do inspections, survey, and calibration.

Auto Data Collection - Les Olsen

Read letter from Chair Jim Swearingen. Need the ability to make wise decisions to get the greatest value out of dollars that are available. No test results yet.

At lunch, Erik Edwards recognized members of the NWPMA who participated in the visual inspection portion of the Pacific Northwest Automated Data Collection Equipment Evaluation.

On behalf of the NWPMA, each individual who collected visual data or set up the test sites, was presented a team shirt. Without their participation, the evaluation could not be a success.

Their initiative and cooperation exemplifies the purpose for and the benefits of the NWPMA.

Business Meeting

Ballots - one vote per agency. They were available with each agency's name on it located at the registration table.

VOTING ON:

Charter Change

New Logo

New Chair - Nominations:

Janice Marlega - Declined

Dorothy Ketchum - Declined

Randy Firoved

Pat Carroll

Bill McEntire - Declined

Nominations Closed

Randy & Pat introduced themselves to the group.

New Business

Pavement Manager of the Year Award

There was a discussion on how they are selected and if we wanted to change the current method. Currently the last five recipients decide on the next recipient. Howard discussed how he came up with this procedure and how he wanted the recognition to be prestigious and not be just a popularity contest. After much discussion it was voted that it would not be voted on and the present method would stand. The vote was 10 For and 18 Against voting on the subject.

Meeting adjourned for the day.

Executive Board Meeting

Present: Eric Edwards, Chair; Randy Firoved, Vice Chair; Sue Schuetze; Sec/Treas: Pat Carroll; Dave Shepard; Dave Nichols; Bill McEntire Howard Hamby; Bill Whitcomb. Several onlookers participated also.

Commenced at 3: 15 pm.

Bill Whitcomb asked for comments from the group regarding a presentation his supervisor must make to a Transportation Summit. It appears that he has 20 minutes and needs to cover a wide variety of topics, of which he has approx. 5 minutes to convince the listeners that pavement management is smart business and why. The summit is primarily for the SW corner of the state, but any comments may be submitted and happily received by Bill. He decided to pass out questionnaire tomorrow.

Eric and Sue left the room, to count the ballots they collected. Eric then read the results to the group.

1. The charter change passed

2. Pat Carroll was elected 1996 Chair

3. The Alligator logo was accepted.

Sue talked about the Tax ID number and the non-profit status was in question. The same Tax ID number can be sued and we need to start the paperwork on the non-profit status as soon as possible. She also gave a Treasurers Report of \$4,071.85 after a deposit had been made.

Meeting adjourned at 4:00 pm.

Wednesday, October 18

Meeting opened with Sue Schuetze announcing the vote count of the Charter Change being approved and the Logo accepted. She turned the microphone over to Eric to make the announcement that the new Chair for 1996 will be Pat Carroll. Pat accepted the position and is hoping to fill Eric's Shoes (not pink) to the best of her ability, and with the support and help of everyone.

Les Olsen covered Thurston County's contract with Roadware as they collected centerline road inventory to incorporate into CRIS, and to collect special data concurrent with CRIS. He had initially wanted visual distressed collected, but because of the lateness of the start date had to drop it from the contract. He stressed the importance of having good communication and the importance of clarifying your definitions up front to

the contractor. An example of this was accuracy. Les expected 6" or better. After trying a couple different software packages to achieve that, and not getting it, decided he would settle on sub-meter accuracy. Les also said a few other areas of concern regarding certain objectives were: 'Headers' in the video; 'inertial' and 'split images'. they spent \$81,000 and felt that even though they didn't receive all the information in the exact form that they wanted that the results were useful for traffic mitigation to thwart law suits. "If what we did and the money we spent will help all the other counties and cities then it was well worth our time and effort." One thing Les stressed was to 'ASK QUESTIONS' in determining what you want and 'Automated Study' to do, so both parties are in agreement as to data to be collected and what the finished product will be.

Paul Sachs stepped in for Roger Smith in reporting the status of the Visual Automated Data Collection Equipment Evaluation (YEA, another acronym ADEC). The project was to have been completed July 31, but due to complications, and to be extended until the end of August. So as to not get our hopes up stated that the test results were not available as yet. He is hoping for a mid-December or January date for the finished product. TTI (Texas Transportation Institute) employed 3 methods for the ground truth survey. A break down on the test sites showed 7 on the Eastside and 35 on the Westside. There were 5 different surface types. There were 5 different testing methods -vs- the ground truth, having at least 3 different raters in each method. Analyzing is under way as we speak.

Bill Whitcomb, Chair for the Visual Rating TechCom took just a few minutes to pass around a questionnaire to collect information on the status of PMS in the various agencies.

Janice Marlega and Lucy Mills presented their hand held computer and software they use in collecting visual data for the CRIS program. The information is imported from CRIS as far as segments. They are currently improving their program and since it was generated by a public agency will make it available upon request if you send a disk along for her to copy it onto. Rumor has it that the person helping Janice with the programming was Dan Smith. Our hats are off to this county for their aggressiveness in searching for a better way.

Reid Wheeler spoke on the importance of Truck Counts and how it relates to the total road management system. He also stressed the importance of communication between the Pavement Manager and the Traffic Engineer in connection with road design, the maintenance program, and being able to meet federal funding requirements.

Jerry Hendricks explained the HITEC (Highway Innovative Technology Evaluation Center) program; being able to get products to the agencies sooner. He also asked for volunteers: 1) volunteer city/county as a demonstration site, 2) volunteers to serve on a technical evaluation panel, and 3) to specify products you would like to try at a test site or after they have been approved.

Any counties that are interested should contact him for information.

A fine lunch was had by all.

Wither Goest PMS?

Reports from various agency representatives:

FHWA - Cathy Nicholas

Brought us up to date on federal legislation concerning PMS.

WSDOT - Denny Ingham

If ISTEA didn't require it, what would we do? PMS - organized way to collect data to help us make the best choices to get the best job done for the money. They are looking at a self-certification process if PMS is mandated.

CRAB - Eric Berger

PMS provides evidence that we are doing our best, spending money wisely, and helps us to demonstrate that we need more money and can use it wisely.

AWC - Craig Olsen

It is up to us to help educate local officials of the importance of PMS. We also need to provide training and to participate in inter-local agreements, where the counties help cities with implementing PMS.

TIB - Dan Rude

TIB and TransAid are providing 7 workshops to provide info on funding programs and the applications process, TransAid in the morning and TIB in the afternoon. They are in Vancouver 10/31; Lynnwood 11/1; Bellingham 11/2; Tumwater 11/3; Richland 11/7; Spokane 11/8; and Wenatchee/ 11/9.

TIB has four funding programs: Urban Arterial Trust Account (UATA), for cities and counties;

Transportation improvement Account (TIA), for urban cities 5,000+ population and transportation benefit districts; Small Cities Account (SCA), cities/towns less than 5,000 population; and City Hardship Assistance Account (CHAA), cities less than 15,000 population and certain cities less than 20,000 population.

ADCE Recognition Presentation

Denny Ingham and Lucy Moore presented certificates and letters of recognition from ODOT and WSDOT to those who participated in the 1995 Automated Data Collection Equipment (ADCE) Evaluation. The forty-four (44) participants came from two DOT's, 10 counties, 4 cities, 2 other agencies, and consultants, in both Washington and Oregon.

Successful Seals

Bill McEntire reported on the work Clark County is doing on Type II Slurry Seals, SAM Seals, and Cape Seals. He also gave us the advantages and disadvantages they have encountered. The three most important factors to remember are: 1) proper prepwork; 2) clean surface; and 3) appropriate temperature. One of the ways they are trying to work with the public is putting out door hangers. Bill reminded us that when the public calls in about something is not a complaint form you fill out, it is a Citizen Request Form. Great Slide Show!!

Traffic Management

Susan Hartnet of the City of Portland presented some traffic management ideas. She gave her presentation on Neighborhood Traffic Watch and Overseeing Enhancements to our streets. 'Traffic Calming' was a new idea some folks hadn't heard of. She believes that after research of present devices on the road, you can manage truck traffic and extend the life of the road that was not intended for high traffic volumes. They began their research in about 1984 and place their first speed bumps in 1992. In 1993 they implemented the Neighborhood Collection Program. She stated there were 4 key elements:

1. Council Adopted objectives and policies
2. Four types of projects
 - a. Neighborhood Collectors
 - b. Complex Local Street
 - c. Streamlined Speed Bump
 - d. Residential Speed Bump
3. Implemented an objective scoring and ranking system

4. Had a public involvement process

The main purpose was to get away from the 'squeaky wheel' process. The main objective was to improve liveability and enhance safety. This standard was introduced for new subdivision and LID's. They have adopted a chapter in the Portland Traffic Manual on speed bumps. She said they expect each bump placed to cost \$1,800. These bumps are 14' to 22' long with a 3" rise. Why did they initiate the use of speed bumps? They realized Speed Limit signs did not regulate traffic effectively. She also talked about the Skinny Street Standard that was adopted in 1991. Lots of information in an hour!

Road Rater Results

Dave Nichols presented overheads that showed the Road Rater deflection data collected yesterday. The graph showed that those using the same kips had very similar readings. The one that did use a larger weight had higher deflections, but paralleled the other tests closely.

Awards Banquet

Wednesday Evening most of the attendees attended the Reception and Awards Banquet.

Alligator Receives Name

The results of the 'Name The Alligator' contest were announced. The Alligator was named after something we all do, Spot the Alligator. Actually, SPOT is yet another acronym, for Support Pavements Over Time. Dave Hower suggested the name, and received appropriate recognition.

Pavement Manager of the Year

After dinner, Eric Edwards and Bill Whitcomb, last years co-recipients of the 'Pavement Manager of the Year' award talked about the award and how it had been modified to be a memorial for Keith Kay. Newt Jackson was asked to say a few words about Keith. Even though Keith did not start out with a background in Pavement Management he was dedicated to learning and became very knowledgeable in the whole arena of Pavement Management. Those that worked with him knew this by the amount of time and energy he put into it. Keith set an example to all of us by his actions. Eric and Bill then announced the recipient of the 1995 Keith Kay Memorial Pavement Manager of the Year award, Sue Schuetze from Benton County. Sue, who had been thoroughly tricked by all, accepted the traveling plaque and keepsake plaque in the

memory of Keith. Please see related article on Page 1.

Magician Amazed All!

Simply Magic, featuring Jeff Evans, Award Winning Magician, amazed and entertained us with his amazing feats of Magic.

Thursday, October 19th

Thursday Morning brought choices, as there were two concurrent workshops:

Beginners in Pavement Management

Newt Jackson, who has retired as Pavement Engineer from WSDOT and now operates a consulting firm, gave an overview for Beginners in Pavement Management Systems. Defining Pavement Management as: a set of tools/methods that can assist decision makers in finding cost-effective strategies for providing, evaluating, and maintaining pavements in a serviceable condition.

If you were able to attend, you had the privilege of listening to a nationally known pavement engineer.

WSDOT Pavement Design Manual

Linda Pierce, Pavement Design Engineer for WSDOT, recently helped to rewrite the WSDOT Pavement Design Manual, reviewed the 3 volume manual, by explaining each section, and the contents. She was able to answer numerous questions from the audience and had order forms for the manual. Rumor has it that CRAB will purchase one for each county, and TransAid will get 40 or so to distribute to cities, and the rest will be available to whomever wants one (or more).

Thursday Afternoon brought more choices, as there were two workshops:

Pavement Materials Update

Ed Schlect, Asphalt Institute, covered the subject of Asphalt Treated Bases. He touched on the outcomes of past projects, citing some of the reasons for failures in the pavements, and of other projects that were performing well, and why. He also explained the new SHRP Superpave.

David Sikes, Portland Cement Association, had a great slide presentation on some of the new techniques for pavement recycling using portland cement.

Ed Savage, American Concrete Pavement Association, talked on some of the preferred properties of portland cement vs asphalt. He explained Whitetopping, a concrete pavement

overlay directly on asphalt pavements. He presented the procedures for various applications with a great slide show.

TransAid's Simplified PMS

Bob Davis, Walla Walla County, gave a presentation about the computer program he is currently developing for the collection of his visual distresses. This program looks easy to enter data into. He collects his visuals from a bicycle, and works by himself. He is continuing to develop this program, but when completed would be available to any agency free of charge. Sound like something you would like to see? Just give him a call.

Paul Sachs, FHWA/WSDOT, and Dan Sunde, WSDOT TransAid, presented their updated Simplified PMS System, with nice new forms to use. Since there are:

270 cities in Washington, with
240 cities < 22,500 population, with
200 cities < 5,000 population, with
120 cities < 2.5 miles classified streets,

with

55 cities with no Functionally
Classified streets.

Their purpose was to introduce a Pavement Condition Rating that was comparable to a computerized system, that was easy to use? practical, where the data could be transferred to a computer system at a later date if so desired, that would conform to general methods used by other agencies, and that met ISTEA requirements. So, by using the Pavement Surface Condition Rating Manual and a single form a small agency could:

Inventory
Calculate Condition Scores
Make Strategic Selections
Estimate Costs

This single form uses 4 tables to determine the condition rating. From this point you could use a single work sheet to develop a budget.

Off Into The Sunset..

Well, 3:00 p.m. brought a close to the 1995 Fall Conference. It was a big success, thanks to the many busy hands and willing hearts of Thurston County, City of Olympia, CRAB, and TransAid. Of course, no attendees, no conference, so thanks to all who made the effort to attend.

Chad Coles and Howard Hamby with the active participation of the FarEast Chapter, have

tentatively volunteered to host the 1996 Fall Conference in Spokane. See you there!

ACCOLADES

1995 Fall Conference Attendees

Larry Zurek, Ada County; Steve Flude, Todd O'Brien, Adams County; Jim Whitbread, Asotin County; Lay Chin Foo, Bainbridge island; Dorothy Ketchum, Bellingham; Sue Schuetze, Chal Martin, Sonja Moleff, Benton County; Steve Willadson, Bonney Lake; Margaret Broten, P.E.; Tim Grochowski, Chehalis; Butch Hills, Chelan County; Randy Harmon, Warren Gadberry, Michael Gegenbart, Everett Hay, Clackamas County; Dave Shepard, Bill McEntire Clark County; Newt Jackson, Deighton & Assoc.; Diane Bostwick, Mary Leichty, Dynamic Systems Inc.; Paul Rugh, Ellensburg; Jon Wisdom, Everett; Cathy Nicholas, Don Peterson, Paul Sachs, FHWA; Bill Johnson, Foundation Mechanics; Kathleen Neuman, Pam Reynolds, Franklin County; Dave Harman, Don Hora, Grays Harbor County; Bruce Johnson, IMS; Larry Frostad, Island County; Scott Kilmer, Jefferson County; Dan Mattozzi, Lee Rawlings, Kennewick, Rich Garton, King County Metro; Janice Marlega, Kitsap County; Ken Maine, Kittitas County; Joanna Pottoroff, Don Dickerson, Lewis County; Larry Gessner, Marysville; Mike Rybka, Joel Conder, Marion County; Derald Christensen, MRC; Rod Soule, Nichols Consult. Engr.; Martin Nizlek, P.E.; Henry Morales, Greg Stoltz, Randy Wesselman, Dave Riker, Olympia, Dave Cowell, Pacific County; Jim Newstrom, Pavedex; Di Voss, Pavement Engineers; Chris Kay, Paverite; Rudy Blanco, PaveTech; Larry Hammel, Pend Oreille County; Vince Kiley, Eric Edwards, Dave Perez, Jerry Hendricks, Pierce County; Bill Wressell, Jae Lee, Renton; Ivan Vander Deen, Roadware; Theresa Parsons, Clint Leppard, Shelton; Marvin Koop, Vicki Griffiths, Skagit County; Randy Firoved, Roy Scalf, Snohomish County; Chad Coles, Howard Hamby, Spokane County; Steve Pope, Tacoma, Pat Carroll, Dave Nichols, Doug Bramlette, Dale Rancour, Thurston County; Bob Davis, Walla Walla County; Marlea Haugen, Wedge Engineering; Dave Hower, Mike Donahue, Whatcom County; Paul Sachs, Robyn Moore, Dennis Crimmins, Linda Pierce, George Crommes, Dan Sunde, Neal Campbell, Roger Santo, Randy Rancier, WSDOT; Shelly Willson, Yakima; Matt Pietrusiewicz, Yakima County.

The Conference Committee wishes to thank the following for their efforts in providing an information-filled conference:

From Thurston County RATS, Anders Wick, Graphics, for providing the gator and nametags, and 'DZ', Don Zimmer, Sr. Data Analyst, for the maps and graphics.

From CRAB, Karen Pendleton for making the arrangements, and Tracy Lusby and Toni Cox for helping with Registration.

The Washington State Traffic Safety Commission for a supply of their available materials, contact WSTSC at (360) 753-6197 for more handouts and information on their programs.

George Crommes at WSDOT Technology Transfer for a sampling of the information T2 has available, call him at (360) 7057390 for more information.

Simply Magic, Jeff Evans, for fitting our conference into his busy schedule at the last moment.

Les Kandel of The Idea Bank for the shirts and cups.

Convention Coordinator Nancy and the rest of the staff at the Holiday Inn Select for making our stay here enjoyable.

The vendors who took the opportunity to provide us information on the tools and services they can provide to help us manage our pavements. Having tables in the Vendors Room were:

Dynamic Systems Inc.

IMS, Infrastructure Management Serv.

Nichols Consulting Engineers

Pavedex

Pavement Management Systems

PaveTech, Inc

Roadware Corp.

Wedge Engineering

All the speakers who have taken the time to share with us.

And to all the attendees for attending and making this the best conference ever!

Pat, Greg, Dave

For the special Conference Issue, we asked for Chapter and TechCom Reports, to bring everyone

up to date about the goings on of the NWPMA. We received these three:

PUGET SOUND CHAPTER REPORT

The Puget Sound Chapter will have a meeting on November 8th at 10:00 AM, at Thurston County, 2404-A Heritage Court in Olympia (just 3 cul-de-sacs away from the Conference Site. We are excited about the interaction between the Counties and the Cities as well as the State. We have reached outside our borders to different States and Agencies. We have invited George Crommes of the T-2 Center to share some valuable information with us on November 8th. Also we may have another speaker who is not confirmed at this time.

Please come and keep in mind who you would like to have as the next Chairperson for the Puget Sound Chapter of the Northwest Pavement Management Association. We will have nominations and vote in the next Chairperson at the November 8th meeting.

I would like to thank all of you for all of your help and encouragement. Keep up the good work and strive to bigger and better accomplishments.

Pat Carroll, Chair, Puget Sound Chapter

FAREAST CHAPTER REPORT

We have had several meetings in Spokane with most surrounding counties in attendance. We have had substantial attendance from the smaller cities and will continue to encourage other cities in the area to become involved. Their input and the exchange of ideas are important to the success of our group. Our meetings are very casual and dynamic. We have had some interesting topics and discussions. We have had CRAB, TransAid and Pavedex at our meetings. We have also had presentations from various City and County agencies and will continue to seek out information from other agencies and businesses related to Pavement Management. I would like for our future meetings to focus on the sharing of information, what works and what doesn't work for the FarEast Counties and City agencies in the management of our road systems. We have decided to put together a computer software users group to discuss the challenges with various computer systems used for Pavement Management. I still believe that the idea of managing our road

systems is here to stay and is the right approach for every agency to take into the 21 st century.

Howard Hamby, Chair, FarEast Chapter

PAVEMENT DESIGN TECHNICAL COMMITTEE

The Pavement Design Technical Committee was created in 1994 as part of the restructuring and combining of the old 'Northwest Pavement Management Systems User Group' and the 'NonDestructive Testing Users Group'. Because I was the main proponents for the Pavement Design Technical Committee, I volunteered to be interim chair and was subsequently elected as the Chair. The committee met in March and again in July of this year. The topic of most interest at the meetings was a discussion of the new WSDOT Pavement Design Manual and how to get local agencies trained in using the new procedures. As a first step in this training, a workshop has been scheduled on the last day of the conference (Thursday) from 8:00 AM until Noon. The workshop will be put on by Linda Pierce of WSDOT, who was instrumental in developing the new design guide. I am hoping that representatives from the local agencies will attend this workshop for an informative introduction to the new pavement design manual. Another important part of the committee meetings has been good discussion of what other agencies have been doing in the way of pavement design including pavement rehabilitation design. It appears that agencies are using a lot of different methods for pavement design. It is my personal desire to see the Pavement Design TechCom adopt and recommend standard design methods for all local agencies to use. Because of the busy construction season, there have been no committee meetings for the last several months. I hope to schedule another meeting before the end of the year. If you would like to be on my mailing list for meeting announcements, please call me at (360) 754-4580. I will also be at the conference if you would like to talk to me.

Dave Nichols, Chair, Design TechCom

ASPHALT INSTITUTE PROGRAMS

We recently received flyers from the Asphalt Institute, describing a Basics of Asphalt course and a Superpave Workshop.

Basics, A Short Course on Asphalt Pavements, is a two and a half day course stressing the basic principles of asphalt design, construction, and rehabilitation. Participants will gain a general understanding of all aspects of asphalt pavements, including materials, mix design, construction, maintenance, and rehabilitation. Upon completion, the participant should be able to make knowledgeable decisions relating to asphalt pavement design, construction, and rehabilitation techniques. There are 5 courses being offered: Reno, NV, 11/13-15/95; Nashville, TN, 11/14-16/95; Anaheim, CA, 1/27-29/95; Atlantic City, NJ, 12/13-15/95; and San Antonio, TX, 12/18-20/95. Cost of the course is \$375 per person.

The Future of Asphalt Mix Design, Superpave Asphalt Technology Workshop is designed to provide sufficient Superpave technology so that participants become aware of similarities and differences from current procedures and can make informed decisions on Superpave implementation.

The workshop is based on materials developed from the Asphalt Institute's National Asphalt Training Center contract with FHWA. The workshop will concentrate on two primary parts of Superpave: the performance graded (PG) asphalt binder specifications and the Level 1 mix design procedures. This 1-12 day workshop will be presented in 17 cities, the only one in the Northwest is in Seattle on November 2nd and 3rd. Cost is \$60 per person.

For more information, call Mandee Hall, the Asphalt Institute Seminar Coordinator - at (606) 288-4964 or by FAX at (606) 2884999.

editor's harangue

Please submit to the NWPMA Newsletter! Without all the pertinent information about meetings and goings-on and items of interest, the NWPMA Newsletter will not be quite as interesting as it now is. So SUBMIT!!!

MICROSURFACING MATERIALS AVAILABLE FROM FHWA, ISSA

Microsurfacing materials available from the FHWA include: Surface Rehabilitation Techniques, State of the Practice, Design, Construction *and*

Performance of Microsurfacing (publication FHWA SA94-051). The corresponding instructor's guide, *Design, Construction, and Performance of Microsurfacing* (FHWA-SA-94-072) is designed as a two- to four-hour slide-show workshop for engineers. The 35 page guide is formatted as a script to correspond with accompanying slides, which are reproduced in miniature beside the appropriate text. The slides may be borrowed by contacting the local FHWA division office. They may be duplicated but must be returned. The program provides an overview of the composition and uses of microsurfacing, then offers information on design, construction, performance, and costs. It is free from FHWA RD&T Report Center, HRD-11, 6300 Georgetown Pike, McLean, VA 22101-2296.

For more information about microsurfacing, contact the International Slurry Surfacing Association at 1200 19th St. NW, Suite 300, Washington D.C. 20036-2401. Phone ISSA at (202) 857-1160 or fax to (202) 2234579.

NW CHAPTER ACPA ANNUAL MEETING

The Annual Membership Meeting of the Northwest Chapter of the American Concrete Pavement Association is scheduled for 9:00 am on November 8th, 1995 at the Bellevue Hilton Hotel, 100 112th Ave. NE. The agenda includes a review of our 1995 activities, plans for 1996, financial report, discussion of new dues structure, and election of Board Members.

The meeting will be followed by a Board of Directors Meeting to adopt the new dues structure and work plan for 1996.

All members are urged to attend. Anyone else interested in the Northwest Chapter is also invited to attend. Lunch will be served.

Please let us know if you will be attending the member meeting, the board meeting, and/or lunch.

Call Art (206) at 242-1240 or John at (360) 866-3702

MEETING NOTICES

NORTHWEST and PUGET SOUND CHAPTER

The next meeting will be another joint NW-PS meeting on November 8th in Olympia at the

Thurston County RATS, 2404A Heritage Court SW. Call Pat Carroll at (360) 7544580 for details and directions. The Puget Sound Chapter will be holding elections for a new Chair.

SOUTHEASTCHAPTER

The next meeting will be held on December 6th, 1995, at 10:00 AM at the New ***and Improved*** Walla Walla County Public Works Department. Call Chair Sue at (509) 7865611 for suggestions or information.

CLASSIFIED ADS

ROAD RATERS FOR SALE

The Benton-Franklin Regional Council has a 1989 Model 400B Road Rater that they are taking offers on. If you are interested in this equipment or would like further information, please contact Mark Kushner at the Benton-Franklin Regional Council, Richland, Washington, (509) 943-9185.

Clark County is selling their Road Rater, they have had good results from it. Contact Dave Shepard, Clark County, (360) 694-2446, for more information. Dave claims it has only been used by a little old rater on Sundays.

Pacific Pavement Services has a Road Rater - Max. Load 6500 PSI for sale, in 'Like New' condition. If you are interested in owning a Road Rater, or obtaining some NDT services, contact Dick McCluer at Pacific Pavement Services at (360) 574-7072.

Northwest Pavement Management Association Newsletter
c/o County Road Administration Board
2404 Chandler Court SW, Suite 240
Olympia, WA 98504-0913